

THE
HONGKONG
WEEKLY.
ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

Don't Forget
TO ORDER THE
'OVERLAND
CHINA MAIL'
BEFORE GOING HOME

No. 18,813.

號七十月七年七零百九千一英

HONGKONG, WEDNESDAY, JULY 17, 1907.

第八百六十六號

PRIME, 88.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA,
A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907. 793

TAI KWONG CO., 109, Des Voeux Road Central.

GASOLINE LAMPS
AND
WELSHBACH MANTLES.
Hongkong, June 14, 1907. 1017

NOTICE.

NOTICE IS HEREBY GIVEN that owing to the INCREASE of the BUSINESS of Messrs H. PRIOR & CO., Wine Merchants of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited Liability under the name and style of Messrs H. PRIOR & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm will be received, and paid, by Messrs H. PRIOR & CO., LTD.
H. PRIOR & CO., LTD.
H. PRIOR & CO.
Hongkong, July 1, 1907. 1093

NOW OPEN.

MONTPELIER.

6, ROBINSON ROAD, HONGKONG.

PRIVATE HOTEL.

MAGNIFICENT ROOMS,
BEAUTIFULLY FURNISHED.

MODERATE RATES.

Hongkong, July 1, 1907. 1049

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:
KOWLOON BAY.

OFFICES & STORES:
No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,385 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSAN, 2,250 tons, Captain C. Lloyd.
s.s. KUNSHAN, 1,935 tons, Captain T. Brant.
s.s. HUNGSHAN, 1,935 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday Excepted). The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf, West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Galtier.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On-Sunday Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-SHUN STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willet.
s.s. NANNING, 588 tons, Captain A. McIlhenny.

Just of the above Steamers leave Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation, and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MARRIOTT, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE - 6, DES VOEUX ROAD.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box contains one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.
Hongkong, July 6, 1907. 2040

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

MEE CHEUNG, ART PHOTOGRAPHER. AMATEUR DEPARTMENT:

102 HOUSE STREET AND HONGKONG HOTEL CORRIDOR.
JUST ARRIVED, NEW KODAKS.
No. 44 for 4 1/2 x 6 1/2 films. Also different sizes of Films for other Cameras.
Hongkong, April 2, 1907. 1781

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1908.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMID PAPER
AND FINISHED IN GRAY.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
24, QUEEN'S ROAD CENTRAL. 2123

PATEL & CO., SHAMEEN CANTON.

GENERAL STOREKEEPERS,
WHOLESALE AND RETAIL.
DEALERS IN
WINES AND SPIRITS.
Export & Import Merchants,
AND
Commission Agents.

A. LING & CO.

FURNITURE FOR
HAVE THIS DAY
REMOVED TO
No. 19, QUEEN'S ROAD CENTRAL.
(KUM'S OLD HOUSE)
Fongkong, February 1, 1907. 2170

THE CARLTON HOUSE HOTELS, Nos. 8 & 10, Ice House Street. REDUCED SUMMER RATES.

For Daily and Permanent Boarders.
AIRY ROOMS, CUISINE A SPECIALTY.
COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906,
£17,837,119.
I—Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Reserve Fund £2,087,119
II—Fire Funds £3,386,730 19 6
III—Life & Annuity Funds £13,789,888 9 6
£17,837,119 8 1
Reserve Fire Branch £2,087,119 8 1
Life & Annuity Branches £1,713,008 19 10
£3,799,828 19 6
The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.
SHEWAN, TOMES & CO.,
Agents.

BASS & CO.'S PALE ALE 'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts
\$20.00 " 8 " Pints
\$24.00 " 12 " Splits.
LESS 10% OWING TO HIGH RATE OF EXCHANGE.

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD CENTRAL.

'MACKIE'S WHITE HORSE CELLAR'

THE BEST AND OLDEST WHISKY IN
SCOTLAND.

CITY ANALYST'S LABORATORY,
138, BATH STREET,
GLASGOW, 21st JANUARY, 1907.

MONTHLY REPORT ON MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY.

I Herby certify that I have taken samples of every vatting of MACKIE'S 'WHITE HORSE CELLAR' BLEND OF SCOTCH WHISKY used in bottling during the month of December, and the results of my analyses indicate that it conforms to the standard for Pot Still Scotch Whisky set up in the London case. I am also of opinion that it is an old Whisky of excellent quality and flavour which has been well matured in wood.

JOHN CLARK, Ph. D.F.C.S., F.I.C.,
Public Analyst for the City of Glasgow,
and the Counties of Lanark and Renfrew, &c.

'EVERY JUDGE OF WHISKY WILL CONFIRM THIS.'

Price \$13 PER DOZEN.

Free Samples supplied on application to the

SOLE AGENTS:

LANE, CRAWFORD & CO.

Intimations.

G. ALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. ALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
TELEPHONES, LINDSAY'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

MIYAKO HOTEL,
KYOTO, JAPAN.
A NEW AND STRICTLY FIRST-CLASS HOTEL.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.
Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.
BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'Aguiar Street.
Hongkong, February 16, 1907.

THERE IS NO DOUBT
THAT
where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of
ENO'S 'FRUIT SALT'
upon any disordered, stagnant, or feverish condition is simply
marvellous and unsurpassed. In fact it
IS
NATURE'S OWN REMEDY
CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.
Beware of cheap imitations. The only genuine form of Eno's 'Fruit Salt'.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

USE ONLY & USE ALWAYS
ATKINSON'S MOST REFRESHING.
A LUXURIOUS PERFUME Far Superior
IN HEALTH. to the
German Kinds.
A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

TAKE
HOLLOWAY'S
PILLS
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON
JOHN OAKLEY & SONS Limited, Wellington Mills London.

Intimations.

MITSU BISHI COSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.

CABLE ADDRESS: 'IWASAKI'.
Which applies to all Branch Offices.
All A B C 6th Edition, Western Union
Codes used.

All Letters Addressed to—
MANAGER, MITSU BISHI CO.,
with name of place and date.
BRANCH OFFICES:—
NAGASAKI, MOI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
OSAKA: M. ASADA, Esq.
MANILA: MESSRS. MACDONALD & CO.

SOLE PROPRIETORS of Takasago,
Ochi, Shikoku, Yamaguchi and Kure
Yamada Collieries and also Heijo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.
The Head and Branch Offices and the
Agencies of the Company will receive
orders for Coals produced from the
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 26, 1906.

LOST.

ON Sunday night, between Barker Road,
the Park Road and Caine Road, a
BLACK LEATHER POCKET-BOOK,
containing a considerable sum of money.
Finder will be Rewarded.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, July 16, 1907.

KEATING'S
WORM
TABLETS.
A simple, safe,
and reliable
method of
expelling
worms from
the system.
Keating's
Worm
Tablets
are
sold
everywhere.
Proprietor, THOMAS KEATING, London.

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**

AN INTERIM DIVIDEND OF 85.00
per Share for the Six Months ending
30th June, 1907, will be payable on the
29th instant, on which date Dividend
Warrants may be obtained on application at
the Company's Office.
The TRANSFER BOOKS of the Com-
pany will be CLOSED on THURSDAY,
the 16th instant to THURSDAY, the 26th
instant, (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, July 9, 1907.

**THE WEST POINT BUILDING CO.,
LIMITED.**

AN INTERIM DIVIDEND OF Dollars
Two per Share for the Six Months
ending 30th June, 1907, will be payable on the
29th instant, on which date Dividend
Warrants may be obtained on application at
the Company's Office.
The TRANSFER BOOKS of the Com-
pany will be CLOSED on THURSDAY,
the 16th instant to MONDAY, the 22nd
instant, (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
General Agents for THE WEST POINT
BUILDING CO., LTD.
Hongkong, July 11, 1907.

THE KUNG YIK GODOWNS, 登公

NOTICE IS HEREBY GIVEN that the
Godowns, Nos. 171 to 178, SHAK
TONG TSI, PRAJA WEST, on (St. Lot Nos.
204 to 206), formerly known as the Po On
Godowns, the lease of which having
expired, have been taken possession of by
the Landlords, and business will be here-
after continued under the name of the
KUNG YIK GODOWNS. The owners
are prepared to accept goods on storage at
very moderate rates, and will give the
opportunity to give notice that loans at
most favourable rates of interest may be
obtained from the Undersigned against
goods stored in the KUNG YIK GODOWNS.
The KUNG YIK GODOWNS, Agents, The
SUN WING LAND INVESTMENT LOAN
AND AGENCY COMPANY, LTD.
SUN WING & CO., LTD.
TELEPHONE: No. 321.
ADDRESS: 61, Queen's Road Central.
U YUK OHI,
Managing Director,
Hongkong, July 2, 1907.

BELLE VIEW HOTEL
(LATE METROPOLITAN HOTEL),
SHAUKWAN ROAD.

THE BATHING RESORT OF
HONGKONG.
A Pleasant Drive along the Sea Front,
either by Train or Ricksha.

**BEST OF WINES, BOWLING,
BILLIARDS, &c.**

A Commodious MATCHED FOR THE USE OF
BATHING AND VISITORS.
MUSICAL ENTERTAINMENT
EVERY NIGHT THROUGHOUT THE
SUMMER SEASON.
Telephone No. 383.
Hongkong, June 14, 1907.

AT THE BAR OF THE HOUSE.

[BY T. F.]

The present House of Commons has
arrived at a somewhat curious psychologi-
cal condition. Few people could recognise
the assembly of to-day as in any way like
that of just twelve months ago. There is
something in the change that reminds one
of Mark Twain's famous picture, "The
Waning of the Moon." All the
enthusiastic hopes—the almost insolent
spirit of illusion—which were so charac-
teristic of the House of Commons im-
mediately after it had returned from the
country in such exuberant strength, have
to a large extent disappeared, and their
place has been taken by a spirit not so
much of pessimism as of expectancy and
impatience.

MR. BALFOUR'S STRATEGY AND DARING.
Everybody who had been in the House
of Commons for a certain number of years
knew that this state of feeling would ul-
timately come; the only surprise is that it
has come so soon. It is due largely to the
skillful and daring strategy of Mr. Balfour.
Last year some of his best friends thought
that it was extremely rash on his part to
urge the House of Lords to reject the
Education Bill. They thought that the Bill
was, after all, a fair compromise, that
nobody disliked it in its amended form
except the High Church party, and that
this party, being in a minority, ought not
to be allowed to dictate the policy of the
entire Unionist army. These counsels
also relied on the desire of all Englishmen
that time spent on a big bit of business
should not be entirely lost; and they feared
that, accordingly, the defeat of the Bill in
its ultimate stage by the House of Lords
would raise up against that body and against
the Unionist party that mass of average
and floating public opinion which in the
main decides General Elections and the
fate of Ministries.

MR. BALFOUR'S STRATEGY AND DARING.

Mr. Balfour's calculations were of a some-
what different order. He knew how short
is the memory of the public; he knew that
education is not a question, in the logical
aspect, which excited much enthusiasm in
the average sensual man; that the rage of
the Little Belshazzar, though sincere, were
largely confined to their own congregations;
and that, accordingly, the House of Lords
was pretty safe in rejecting the measure. The
House of Lords is an ancient body, and
Englishmen love ancient things, whether
they be used up singers, doddering actors,
or chronic nuisances. On the other hand
if the House of Lords were to reject the
Education Bill and give the huge
Liberal majority its first slap in the face,
then the era of high hope which existed on
the Liberal benches would suddenly be
damped. From the loss of hope might
come the loss of cohesion and driving
power; and from the loss of these things
might arise that feeling of recombination
between the different sections of the
Liberal party which is always the begin-
ning of the end of Liberal majorities and
Liberal Governments.

NOTHING STARTLING OCCURRED.

And things have turned out, to a certain
extent, as Mr. Balfour foretold. The
Education Bill was rejected, but the coun-
try did not rise in its wrath in consequence;
the Government did not persevere with the
measure, but allowed it to drop; and in
short, there was no revolution, in spite of
what the House of Lords had done; and
the world seemed to wag on in its slow,
jog-trot pace of old. This produced a
certain depression and a want of that bound-
ing self-confidence in which the present
House of Commons started on its existence.
When the session began the Government
once more started on its work of legislative
reform; the majority began to realise what
it had forgotten in the first hour of its
triumphant march, that there were two
Houses of Legislature; and that while the
Liberal Government and the Liberal majority
in the House of Commons might propose,
it was Mr. Balfour and the House of Lords
which ultimately would dispose.

ATTACKING THE LORDS.

From this point you have to go to the
next state, which is the realisation of the
fact that if the House of Commons, with a
Liberal majority, is to have its way, it
must curtail in some form or other the
powers of the House of Lords. But then,
when you take on to the House of Lords,
you find yourself confronted by one of the
most difficult problems that ever confronted
a statesman. Nobody supposes that the
House of Lords is going to commit the
Happy Disposition merely because a Liberal
House of Commons desires it to do so; and
unless the House of Lords commits suicide
there is no way at present of killing it.
Furthermore, it is felt that if an attack be
made on the House of Lords, it must be
perpetrated with it cannot be taken up and
then dropped. If once begun, it must be
pushed to its legitimate and logical issue,
and that, of course, must be an appeal to
the country. In other words, from the
moment to attack on the House of Lords
is started the life of the present House of
Commons is snuffed. It goes on for
some time longer, but it goes on as does the
bull in the arena for a few moments after
the tormentor has stabbed it to the heart.
And so a brisk and serious attack on the
House of Lords and an early dissolution
will mean one and the same thing,
THE DEATH OF THE HOUSE OF COMMONS.
I have heard only one argument
against this proposition. It is that the
proposal of the Government for dealing
with the House of Lords will be
so rational and so moderate that the
House of Lords and Mr. Balfour will be
compelled to accept it; or, rather, will be
afraid to reject it. One of the reasons for
expecting this certainly unexpected result
Continued on Page 3.)

The Wisdom of the West
Demanding the Best
the West of England
Hong Kong Agents for
Watson's Dundee Whisky (No. 10),
Watkins, Ltd., Apothecaries Hall, Hong Kong.

NEW LABEL
FOR
WATSON'S 'E' WHISKY
QUALITY
WATSON'S
VERY OLD LIQUEUR
Scotch Whisky
As Watson's Limited
HONGKONG CHINA & MANILA.
ESTABLISHED
A.D. 1841

NOTE.—THE BORDER AND TRADE MARKS OF THE LABEL ARE IN GOLD; THE LETTERS
'E' LITROGRAPHED IN BLACK, IS ALSO SHOWN IN GOLD; WHILE THE OTHER
CENTRAL LINES 'WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY'
ARE LITROGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.
THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE.
Hongkong, July 1, 1907.

SECOND-HAND
TYPEWRITERS

SELECTION OF VARIOUS MAKES
AT
PRICES RANGING FROM
\$50 UPWARDS.

PURCHASERS will have the option of changing for OLIVERS

within 9 MONTHS when full amount paid for Second-
Hand Machine will be deducted from price of New
Machine.

OLIVER TYPEWRITER Co., Ltd.,
1, PRINCE'S BUILDINGS.
Hongkong, July 10, 1907.

VAN
HOUTEN'S
COCOA.
BEST & GOES FARTHEST.

For Sale.

FOR SALE.
BOUND VOLUMES
OF THE
'NEW WEEKLY'
ARE ON SALE AT THE
'China Mail' Office,
8, Queen's Road Central.

FOR SALE
TWO VERY VALUABLE PIECES OF
LANDED PROPERTY, situated at
CANTON near the Hongkong Garden and
Macao Steamboat Company's Wharf and
facing the river. The lots contain by
admeasurement 50 'changes' or thereabouts.
Title Deeds can be seen at the Office of the
Undersigned. For further particulars,
apply to
GOLDING & BARLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, May 23, 1907.

Auctions.
PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from Mr. RAMSAY, Esq., to Sell
by Public Auction,
on
SATURDAY AND MONDAY,
the 20th and 22nd July, 1907, commencing
each day at 2.30 P.M., at his Residence,
No. 5, MORRISON HILL,
THE WHOLE OF HIS ESTATE
VALUABLE FURNITURE
Including—

HATFIELD with BEVELLED MIRROR, SILK
TAPESTRY COVERED DRAWING ROOM SUITE,
TEAR OVENMANTLES with BEVELLED MIR-
RORES, BRASS FENDERS and FIRE BRASSER,
JAPANESE LACQUERED CUPBOARD and TABLE,
LACE CURTAINS, CARPETS, SUGAR AND
CONDIMENT VASES, ENAMELLED AND OSHA
METER, &c., &c.
TEAKWOOD EXTENSIVE DINING TABLE,
SIDEBOARD with BEVELLED MIRROR and
PANELS, CHIFFONIER with BEVELLED MIR-
ROIR, DINING WAGON, WRITING DESK,
&c., &c.
DOUBLES BEAMS MOUNTED BEDSTEADS,
WARDROBES with BEVELLED MIRROR,
MARBLE TOP WASHSTANDS, TOILET TABLE
with BEVELLED MIRROR (INCLUDING ONE
CAMPELWOOD BEDROOM SUITE) &c., &c.
CUTLERY, GLASS and CHINAWARE, &c., &c.
BATHROOM, PANTRY and KITCHEN RE-
QUISITES.

Also
A Fine Selection of CANTON BLACK
WOODWARE.
1 COTTAGE PIANO by F. GROVE.
2 RICHES in Good Condition.

A Large Quantity of Plants and Palms
in Pots.
Terms—As customary.
On View from Wednesday, the 17th
July, 1907.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, July 13, 1907.

NOTICE.

BILLS for all Monies Due by me should
be presented to me on or before the
15th SEPTEMBER, 1907. All outstanding
accounts due to me, if not settled on or
before the 15th SEPTEMBER, 1907, will
be passed into the hands of my Solicitors.
J. W. OSBORNE.
Hongkong, July 16, 1907.

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
supply Steamers at LABUAN, with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mine.
For further particulars, apply to
BRADLEY & CO.,
Agents.

Telephone Address:—
LABOR, Labuan.
Hongkong, March 13, 1907.

CARMICHAEL AND
OLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
Repairs promptly attended to.

TELEGRAMS: 'CARMICHAEL', HONGKONG.
A. B. C. Code, 4th Edition.
A. J. O'Connell's Standard Code.
TELEPHONE: 238.

LEE CHEE WING & CO. 義
27, 23 and 25, LEE YUEN STREET (WEST),
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE &c.

STEEL GIRDERS AND TREES,
CORRUGATED IRON, FIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.

SOLE AGENTS.
W. G. HUMPHREYS & CO.
RANK BUILDINGS.
Hongkong, May 13, 1906.

DISINFECTANT
JEYES
FLUID
SOLE AGENTS.
W. G. HUMPHREYS & CO.
RANK BUILDINGS.
Hongkong, May 13, 1906.

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
PROFIT RESERVE.....\$10,000,000

COURT OF DIRECTORS:—
G. H. MEYER, Esq., Chairman.
Hon. Mr. HENRY KAWLIK—Deputy
Chairman.

A. Fuchs, Esq., A. J. Raymond, Esq.,
E. Gosta, Esq., B. Shellen, Esq.,
A. W. W. Slade, Esq., H. A. W. Slade, Esq.,
O. R. Lennan, Esq., H. E. Tomkins, Esq.,
Chief Manager:—
Hongkong—J. R. M. SMITH.

MANAGER:—
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per
cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "
J. R. M. SMITH,
Chief Manager.

Hongkong, June 14, 1907.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION. Rates may be obtained on ap-
plication.

INTEREST on deposits is allowed at
2 1/2 PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation,
J. R. M. SMITH,
Chief Manager.

Hongkong, January 12, 1907.

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

AUDIT CAPITAL.....£200,000
Shortly to be increased to
£250,000.
RESERVE FUND.....£1,075,000
Shortly to be increased to
£1,475,000.

RESERVE LIABILITY OF PRO-
FITERS.....£200,000

INTEREST allowed on Current Account
at the rate of 2 1/2 per cent. on the daily
balances.
On Fixed Deposits for 12 months 4 1/2
" 6 " 3 1/2
" 3 " 2 1/2
JOHN ARMSTRONG,
Manager.

Hongkong, May 16, 1907.

THE BANK OF TAIWAN,
LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER.)

AUTHORIZED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUND.....Yen 655,000.

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES AND AGENTS:—
Amoy, Kobe, Yokohama,
Nagasaki, Tientsin,
Peking, Hankow, Shanghai,
Swatow.

HONGKONG OFFICE:

3, DES VOUX ROAD.

Interest allowed on Current Account.
Deposits received on terms which may be
learned on application.
D. TOWDOW,
Manager.

Hongkong, April 5, 1907.

THE MERCHANT BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000.
PAID-UP CAPITAL.....£1,125,000.
RESERVE FUND.....£562,500.

BRANCHES:—
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts
at the rate of 2 1/2 per cent. on the daily
balances.

On Fixed Deposits:—
For 12 months 4 1/2 per cent.
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
EVAN ORLSTON,
Manager.

Hongkong, May 1, 1907.

YOKOHAMA SPECIE
BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP.....Yen 24,000,000.
RESERVE FUND.....Yen 14,550,000.

BRANCHES AND AGENTS:—
TOKYO, KOBÉ, NAGASAKI,
YOKOHAMA, HONOLULU, BOMBAY,
SINGAPORE, HONGKONG, SHANGHAI,
TIENTSIN, Peking, NEWYANG,
PORT ARTHUR, DALNY, AUSTRIA,
LLOYANG, MOERAN, TAILAND,
CHANGCHUN.

HEAD OFFICE:—YOKOHAMA.

HONGKONG—INTEREST ALLOWED:

On Current Accounts at the rate of 2 1/2
per cent. on the daily balance.
ON FIXED DEPOSITS:—
For 12 months 5 1/2 per cent.
For 6 months 4 1/2 " "
For 3 months 3 1/2 " "
TAKEO TAKAMOTO,
Manager.

Hongkong, April 6, 1907.

FENNINGS'

For the Prevention and Cure of
FEVERS AND INFECTIOUS DISEASES.

FEVER

Sold by Chemists everywhere in Bottles at 1/12 each, with full directions.

No Resident in Tropical Countries should be without this
invaluable Medicine, the timely use of which has saved
thousands of lives.

ALFRED FENNINGS, COVING, England.

CURE!

ALFRED FENNINGS, COVING, England.

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THE CHINA MAIL.

is that the proposals of the Ministry have
on their side the support of the King.
His Majesty would not have given his
sanction to the paragraph in the Address
from the Throne which foreshadowed some
proposals with regard to the House of Lords
if he had not first been told what these
proposals were, and had not expressed his
readiness to sanction them when they came
to the test of debate and appeal to the country.
But I cannot think that the House of
Lords is going to do so easily. I believe
its instinct will be to fight the issue out.
If the Government be forced to a disolu-
tion, it is possible that they may come back
with a majority, even with a big majority;
but it is almost impossible that they should
come back with such a huge majority as
that which they have at the present
moment. And the reduction of the
majority, even if it should not be a big
reduction, may give reason for the conten-
tion that, after all, the country is not yet
ready to do away with the House of Lords.
Then, is the temper of the House of Com-
mons at the present moment. It will be
seen that we are in the midst of very
interesting events, with all the big un-
certainties that lead an additional fascina-
tion to such situations.—P. T. O.

AMERICA'S RAILWAYS.

WASHINGTON, July 12.—The government
is formulating a plan by which the federal
government can control the issue of stock
and capitalization by the railways. The
plan is said to involve national incorpora-
tion as suggested by Roosevelt's Indianapolis
speech.

THE PERSIAN REBELLION.

SINAI, June 26.
An authoritative telegram from Persia
confirms Reuters' account of the com-
plete collapse of Seitar-ud-Dowla's re-
bellion against the Shah, of his taking refuge
in the British Consulate at Kermanshah
and of the fact that the Shah has given
him a safe-conduct out of Persian domi-
nions. His destination is not, however,
known.

TO FLOAT THE AUSTRALIAN.

A Port Darwin paper of June 21 says:—
Captain John Strachan, with his schooner,
the Eury, in tow of his steam tug, the
Maggie, left Port Darwin on Friday last
for the site of the wrecked steamer Aus-
tralian intent on commencing salvage op-
erations in good earnest. We understand
that Capt. Strachan is very sanguine as to
the prospect of being able to float the
Australian when her holds have been
cleared. Should he succeed in realising
this expectation the adventurous old skip-
per will deserve every penny of his profit,
resulting from this latest of his many
marine ventures.

STATE OF THE STREETS.

"There's altogether too much liberty al-
lowed in this country. Look at the streets.
There's no safety in 'em for man or beast."
"I thought the streets were full of
safety. But what's the matter now?"
"Our pet dog Furry went out in the
roadway, where he has a perfect right to
be, and just because he wouldn't get out
of the way quickly enough to oblige a des-
perate wheelerman he was run over and had
his tail half amputated. It's an outrage,
and somebody will have to pay for it."
"I'm going to sue the fellow who ran
over him."
"Where is he?"
"In the hospital."

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Room.
Hot and Cold Water throughout.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
TELEGRAPHIC ADDRESS:—
"VICTORIA," Hongkong.
For terms, &c., apply to the
MANAGER.

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL.

CABLE ADDRESS: "CHEF
KOWLOON."
A High-class Tourist's Hotel under Amer-
ican Management. First-class Cul-
inary. Beautiful Garden.
Monetary Charges.
J. W. OSBORNE,
Proprietor and Manager.

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHANGHAI,
SEAMEAN, CANTON.
On the British Consulate.
H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO,
MACAO, CHINA.
In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and

under Expert European
Management.
Every Comfort and Convenience for
Residents and Tourists.
Wm. FARMER, Proprietor.
Capt. T. AUSTIN, Manager.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last recon. at
Alacrity*	despatch-boat	1700	12	3000	Comdr. E. La T. Leatham	Japan
Astraea	cruiser, 2nd class	4380	10	9000	Captain S. L. Vaughan Lee	Shanghai
Belford	cruiser, 1st class	9700	—	—	—	Shanghai
Bramble	river gunboat	710	2	800	Lieut. Comdr. Davidson	Weihaiwei
Britomart	river gunboat	710	2	800	Lieut. Comdr. Bamber	Yangtze
Cadmus	slloop	1070	6	1400	Comdr. B. L. Majendri	Hongkong
Cherub	water tank and tug	320	—	800	—	Hongkong
Olio	slloop	1070	6	1400	Comdr. C. D. S. Raikes	Amoy
Fama	torpedo boat destroyer	560	6	8700	Lieut. Comdr. Gresson	Hongkong
Flora	cruiser, 2nd class	4380	10	9000	Capt. Grant Dalton	Amoy
Handy	torpedo boat destroyer	275	6	4000	Lieut. Comdr. W. H. Darwell	Hongkong
Bar	torpedo boat destroyer	275	6	4000	Lieut. Comdr. Dickens	Amoy
Janus	torpedo boat destroyer	275	6	4000	—	Hongkong
King Alfred	cruiser, 1st class	14,000	14	23,000	Capt. De Horsey	Shanghai
Monmouth	cruiser, 1st class	14,000	14	23,000	Capt. A. J. Drake	Shanghai
Moorehead	river gunboat	180	2	800	Lieut. Comdr. R. E. Vaughan	Japan
Otter	torpedo boat destroyer	350	6	4300	Lieut. Comdr. J. Kiddle	Amoy
Robin	river gunboat	85	2	240	Lieut. Comdr. O. G. Walcott	West Java
Sandpiper	river gunboat	85	2	240	Lieut. Comdr. T. G. Walcott	West Java
Snipe	river gunboat	85	2	240	Lieut. Comdr. Tenneyson	West Java
Taku	torpedo boat destroyer	350	6	4300	—	Hongkong
Tamar	receiving ship	230	6	800	Commodore Stokes	Hankow
Teal	river gunboat	120	2	300	Lieut. Comdr. Gifford	Shanghai
Telford	river gunboat	120	2	300	Lieut. Comdr. West	Amoy
Virago	torpedo boat destroyer	350	6	4300	Comdr. R. W. Glenis	Hongkong
Waterwitch	receiving ship	230	6	800	Lieut. Comdr. Cox	Amoy
Whiting	torpedo boat destroyer	350	6	4300	Lieut. Comdr. G. H. Spiller-Simon	Amoy
Woodcock	river gunboat	180	2	800	Lieut. Comdr. T. G. Walcott	Amoy
Woodlark	river gunboat	180	2	800	Lieut. Comdr. J. F. Knox	Amoy

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4300	26	8000	Capt. Wilhelm Focke	Yokohama
Achéron	French armoured cruiser	1788	10	1700	Lieut. Faure	Haiphong
Adour	French cruiser	3000	—	—	Lieut. Merle	Haiphong
Alouette	French cruiser	123	—	500	Capt. Fourrier	Shanghai
Arges	French cruiser	123	—	500	Commodore Kerthuel	Shanghai
Brink	French cruiser	123	—	500	Lieut. Andouard	Shanghai
Canard	French cruiser	123	—	500	Comdr. Rochas	Shanghai
Canard	French cruiser	123	—	500	Lieut. E. E. E.	Shanghai
D'Entrecasteaux	French armoured cruiser	11,242	10	1000	Lieut. Tracou	Shanghai
Esturgeon	French sub-marine	350	7	800	Lieut. Quinquin	Shanghai
Fronda	French destroyer	350	7	800	Lieut. Thury	Shanghai
Haut Riviere	French gunboat	350	7	800	Lieut. Porter	Shanghai
Jacquin	French gunboat	350	7	800	Lieut. Goulet	Shanghai
Kersaint	French cruiser	1250	6	2300	Commodore Simon	Shanghai
Lux	French sub-marine	307	6	800	Lieut. Armbrust	Shanghai
Maquet	French destroyer	307	6	800	Lieut. de Chamilly	Shanghai
Olry	French gunboat	350	7	800	Capt. Gréville	Shanghai
Paillet	French gunboat	350	7	800	Lieut. Lavieville	Shanghai
Pistolet	French torpedo-boat	350	7	800	Lieut. de Rehnach Werth	Shanghai
Protos	French sub-marine	9437	8	6771	Lieut. Goulet	Shanghai
Reclonable	French battleship	1798	10	1760	Reserve	Shanghai
Seyr	French gunboat	350	7	800	Capt. Dupres	Shanghai
Takou	French gunboat	350	7	800	Capt. Turgem	Shanghai
Takou	French destroyer	6100	23	4560	Lieut. Douvrenne	Shanghai
Takou	French battleship (reserve)	1123	7	600		Shanghai
Vigilante	French gunboat					Shanghai
First Blazewick	German flag-ship	10,680	36	14,000	Captain Wilken	Kiautschow
Ulla	German gunboat	600	10	1300	Comdr. Kien	Hankow
Ulla	German gunboat	600	10	1300	Comdr. von Poddowsky-Wahner	Tientsin
Ulla	German gunboat	600	10	1300	Comdr. von Kottlich und Panthen	Tientsin
Ulla	German gunboat	600	10	1300	Comdr. Bülken	Hankow
Ulla	German gunboat	600	10	1300	Capt. Witschel	Amoy
Ulla	German gunboat	600	10	1300	Lieut. Jakob	Tientsin
Ulla	German gunboat	600	10	1300	Lieut. Hass	Japan
Ulla	German gunboat	600	10	1300	Comdr. von Kottlich	Japan
Ulla	German gunboat	600	10	1300	Capt. Lieut. Fortsch	Japan
Ulla	German gunboat	600	10	1300	Capt. Lieut. Tausan	Japan
Ulla	German gunboat	600	10	1300	Capt. Lieut. Kiecher	Japan
Ulla	German gunboat	600	10	1300	Baron de Saint Pierre	Shanghai
Vesuvio	Italian cruiser	2145	—	—	Captain Melder	Macao
Rio Lima	Portuguese gunboat	720	—	—	Ensign A. K. Shoop	Philippines
Arayat	U. S. gunboat	420	7	8000	Lieut. Woodruff	Japan
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Barry	U. S. torpedo-boat destroyer	600	10	203	Ensign Guy Wilcox	Manila
Calico	U. S. gunboat	3100	16	4560	Commodore Alex. Sharp	Hankow
Chattanooga	U. S. cruiser	13,500	19	7500	Lieut. E. P. Joseph	Manila
Chattanooga	U. S. torpedo-boat destroyer	420	7	8000	Comdr. Quinby	Amoy
Chattanooga	U. S. cruiser	13,500	19	7500	Capt. S. Staunton	Philippines
Chattanooga	U. S. cruiser	13,500	19	7500	Comdr. O. J. Bouch	Manila
Chattanooga	U. S. gunboat	420	7	8000	Reserve	Manila
Chattanooga	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Chattanooga	U. S. gunboat	420	7	8000	Lt. Comdr. J. T. Jayne	Hankow
Chattanooga	U. S. cruiser	1109	25	5400	Capt. Van Helm	Shanghai
Chattanooga	U. S. gunboat	1837	8	1800	Capt. T. O. McClean	Shanghai
Chattanooga	U. S. battleship	13,500	—	—	Capt. R. R. Ingalls	Manila
Chattanooga	U. S. battleship	13,500	—	—	Ensign J. W. Hayward	Manila
Chattanooga	U. S. monitor	201	3	250	Ensign A. H. Reed	Manila
Chattanooga	U. S. gunboat	201	3	250	Comdr. Stedahl	Manila
Chattanooga	U. S. gunboat	600	—	—	Lieut. O. R. Train	Manila
Chattanooga	U. S. gunboat	4900	14	—	Comdr. Hodges	Manila
Chattanooga	U. S. cruiser	3313	18	7500	Capt. F. F. Fletcher	Manila
Chattanooga	U. S. cruiser	3313	18	7500	Capt. Milton	Manila
Chattanooga	U. S. cruiser	3313	18	7500	Lieut. F. L. Pinney	Manila
Chattanooga	U. S. cruiser	3313	18	7500	Commodore W. L. Rodgers	Manila
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HONGKONG, July 8, 1907.

MEMOS FOR TO-MORROW.

Miscellaneous.
Transfer Books of The West Point Build-
ing Co., Ltd., close from this date to
28th inst., inclusive.

General Memoranda.
FRIDAY, July 19:—
Goods per Kaitang undelivered after 4
p.m. on this date will be landed.

SATURDAY, July 20:—
2.30 p.m.—Auction of Household Furni-
ture, &c., at No. 5, Morrison Hill.
9 p.m.—Concert by Kowloon Bowling
Green Club, at the Green.

TUESDAY, July 23:—
Goods per Eider undelivered after this
date subject to rent.

WEDNESDAY, July 25:—
Goods per Persia undelivered after noon
on this date subject to rent.

The China Mail.

HONGKONG, WEDNESDAY, JULY 17, 1907.

OUR CIVIL SERVICE.

By unanimously accepting the scheme
for the equalization of civil servants'
salaries submitted to it by Lord Elgin,
the Legislative Council has endorsed and
justified the long, wearisome and
disheartening agitation in which this
paper took a prominent part. We
make no apology for claiming our share
in the credit attaching to this tardy act
of justice. Long before any of the
gentlemen who have been mentioned in
connection with the movement to secure
for the Civil Servants a just reward for
their labours, in these columns we
agitated without intermission on
their behalf, on the broad ground
that every servant is worthy of
his hire. The action taken by the
Legislative Council is, as we have said,
only an act of justice. Certain persons
who are cursed with that partial
knowledge which is so dangerous a thing
are already beginning to insinuate that
the public servants are being unfairly
pampered. We are confident that this
good sense of the people of Hongkong
will take at their true worth these
attempts to stir up jealousy among those
who do not happen to be Civil Ser-
vants. Such efforts deserve to be treated
with contempt, and no doubt they will
be. The case for the sterling-paid
officials was so strong and convincing
that even an over-cautious Minister like
Lord Elgin was compelled to eat
his words and acknowledge that the
plea for just treatment could
not be set aside. In the face of this it
is rather late in the day for any journal
to begin questioning the right of the
public servants to the concession
brought into operation yesterday. We
emphatically deny on their behalf that
the gentlemen affected need feel grati-
tude for any "generosity." Generosity
may be variously defined but this is the
first time we have known it to be
strained so as to be synonymous with an
act of just recompense. The public
servants are merely receiving back their
own, which was filched from them in
circumstances over which they and the
Government had no control. If a debt
is due to a newspaper and payment is
delayed because a draft is lost in a
wreck surely there would be no justi-
fication for frantic speech about
"generosity" when, later on, the debt
was paid? Our belief remains that the
public generally are as gratified by the
satisfactory conclusion of the long
agitation as are those who directly
benefit. Justice is always appreciated
by the British race and we have too
firm a belief in the people of this
community to suppose that they are
anything but rejoiced that avenging in
the public service has been abolished.

process of cooling. Saturn has an
equatorial diameter of 75,000 miles; yet
it swings round on its axis at a terrific
rate, completing one revolution in ten
hours 14 minutes and 24 seconds. One
hardly knows whether to marvel more
at the magnificence of the planet or at
the power of the human intellect which
has been able to measure so accurately
the time, even to a second, that this
vast mass takes to complete its revolu-
tion on its axis, which is 800,000,000
miles away from us.

That Mr Lyttleton's motion of cen-
sure would be defeated was a foregone
conclusion. The great majority be-
hind the Liberal Cabinet, whatever
might be the differences between their
leaders and themselves, would be
bound to close up their ranks when a
frontal attack was delivered. In time
of peril the sentiment of self preserva-
tion causes men, and especially politi-
cians, those most human of men, if
the bull be pardoned, to dismiss minor
antagonisms and meet the common foe
with all the strength that is found in
union. The amendment which was
accepted was an ingenious bit of politi-
cal manoeuvring. Raising the cry of
taxation on food gave opportunity for
the Free Traders who regard Free
Trade as a fetish, to express once more
by their vote the faith that is in them.
In the present benighted condition of
the average elector if he is told often
enough that Preference is only a means
of making him pay more for his food,
he will continue to believe it. Now
that the Chinese slavery cry has been
laughed out of existence the Liberals
are hard put to it to find a telling
shibboleth. Apparently their ingenuity
is not sufficient to enable them to
devise a new one so they turn with
confidence to the old battle cry which
stood them in such good stead at the
last election. They hope and it is
their sole hope, that the elector will
remain unenlightened. We are, how-
ever, of opinion that the gentleman is
beginning to realise that however
many eminent and earnest politicians
assure him that two and two make five
there is some reason to look upon the
assertion with suspicion.

In these days of alleged enlighten-
ment in China it is interesting and
alarming to notice that the panic-
stricken authorities rushed to arrest
the family of the assassin, Hsu Hai-
lin, immediately after the tragedy, in
accordance with the hoary practices of a
very hoary past. This has been done
notwithstanding that the family live
in a more or less remote village many
miles from the scene of the tragedy,
and have perhaps not seen the late
lamented Hsu for years. That unwise
assassin has now expiated his crime.
His head has been chopped off to the
satisfaction of the officials, and the
authorities, being unable to do any-
thing else of a painful nature to the
deceased have depended upon his
probably innocent mother and brothers
and sisters. Whether they will go the
lengths that the Chinese were wont to
go in the olden days in their determina-
tion to impress upon the populace that
"vengeance is mine" cannot be said.
It is competent for them, according
to their ancient codes, to wreak terri-
ble vengeance. We gather from a
Shanghai paper that Hsu's family, as
relatives of a man who had been in
open rebellion against the constituted
authorities (Hsu Hai-lin upon his
capture declared himself to be an
antimonarchist—Kai-zing-tang) the
female members are amenable to be sold
into slavery, males above sixteen years
of age to be decapitated, and those un-
der that to be made into eunuchs for
service in the Palace. Furthermore,
the ancestral graves of the rebel also
suffer. The tombs are razed and des-
poiled and the bones and dust within
them are scattered to the four points
of the compass. This is according to
the strict letter of the law, but, as our
contemporary says, it is to be hoped
that the authorities will not proceed
to such extremities.

A fascinatingly interesting article on
"The Reins of Saturn" by Mr E. V.
Howard, in the "Fortnightly," sum-
marises all the discoveries that have been
made since Galileo turned the first
telescope on the great planet, which is
second only to Jupiter in size, and is
nine times larger in diameter than the
earth. In describing the rings and
moons of Saturn the writer endorses the
opinion of recent investigators who
state that Saturn's rings are composed
of innumerable small meteors. Saturn
is believed to be the youngest of all the
planets, and to be still composed of
heated vapours kept in active and
violently agitated circulation by the

process of cooling. Saturn has an
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gave some interesting accounts

concerning the South Manchurian Railway. Among others, he stated that the rails needed for doubling the track have been provided as far as Poluantien, but owing to the insufficient supply of material, which is imported from abroad, the work did not make much headway and he was afraid that it would take much time to complete it. With regard to the Fushun coal mine, the Baron said that its daily output was about 600 tons. Several years of work and a capital of ten million yen would be required to work the coal in a satisfactory manner.

JUDICIAL SYSTEM FOR CHINA.

The proposed system of law courts in China has been sent in for the perusal of the Throne. According to the proposal one Supreme court will be established at Peking, and at each provincial capital, and local courts will be established at Peking

Wine, two in Peking and one in
facture. At each law court one chief

be several sections at each court for criminal and civil cases and each section will have three judges and these judges will decide cases jointly.

Five courts of first instance will be established in Peking with one judge only for each court and a number of the same at each faction or district of provinces with one judge only for each court.—"Shanghai Mercury."

BRITAIN'S TRADE.

—London, July 8.

The Board of Trade statistics for the month of June are published.

Imports show a decrease of £71,000, and

increase is in food and manufactured

£1,000,000 for coal and £1,000,000 for manufactured articles.

LONDON, July 7.

Mr Asquith, Chancellor of the Exchequer, speaking at the Bankers' Dinner, observed that the financial position of the country was reassuring, and that the revenue was coming in satisfactorily.

Even : the railways : were showing excellent returns, and there were no signs of accent or impending stringency.

Applauding the Government's policy involving no danger to the investor was unfounded.

Neither he, nor, so far as he knew, any of his colleagues would ever participate in legislation which would threaten the security in any form whatever of public or private investments, or other of the essential foundations of commercial and financial stability. "Reuter."

HELL DEFINED.

Interesting Burmese Beliefs.

"Burma Echo" prints an interesting account of a visit to the Bagan and

by the Ledi Sayadaw and his delivery of an address to the prisoners. Our contentment, says—The second part of the address consisted of the well-known legend of A-hing-sa-ga. A man who was once good but fell into evil ways till he became a thief, highway robber and murderer successfully defied and eluded the numerous attempts made by hundreds and thousands of soldiers sent to arrest him. He murdered hundreds of victims and was different from all the other thieves. He was made to King Ka-thala to take the people from this terror, and his mother on hearing of the preparation made to arrest him, went forth to give him a word of warning; but he killed her on chased her with the intention of killing her, when the King's army intervened, and he became a great good and pious man. The story of him, my brethren here," said the Sayadaw.

es, yet." He also told them the
the Moon. "You have noticed

West; you have not times noticed the dark and heavy clouds, which have obscured the firmament so that the light is not seen till the first, second or third part of the night has passed, when the wind comes and scatters away the clouds, and the sun, moon and King-Moon sails forth in all his glory. This applies to you, my brethren. Heavy clouds have obscured your good sense and you have done evil in your different stages of life, hence you are not bright and luminous, but dark and enshroued in those gloomy walls. He also says, "How long will ye be so dull?" It is our sacred writings that for killing or stealing a fowl or a duck a person is condemned to "Thou shalt die," which is the 5th stage. The period that has to be spent

ed thousand years; and as it is
all, the period will therefore be

as large as this world; and in place of the earth you have a red, hot blazing fire on which you can neither sit, kneel, nor stand, but you have to run and run so fast that you cannot breathe even once in this one hundred thousand years.

Shipping.

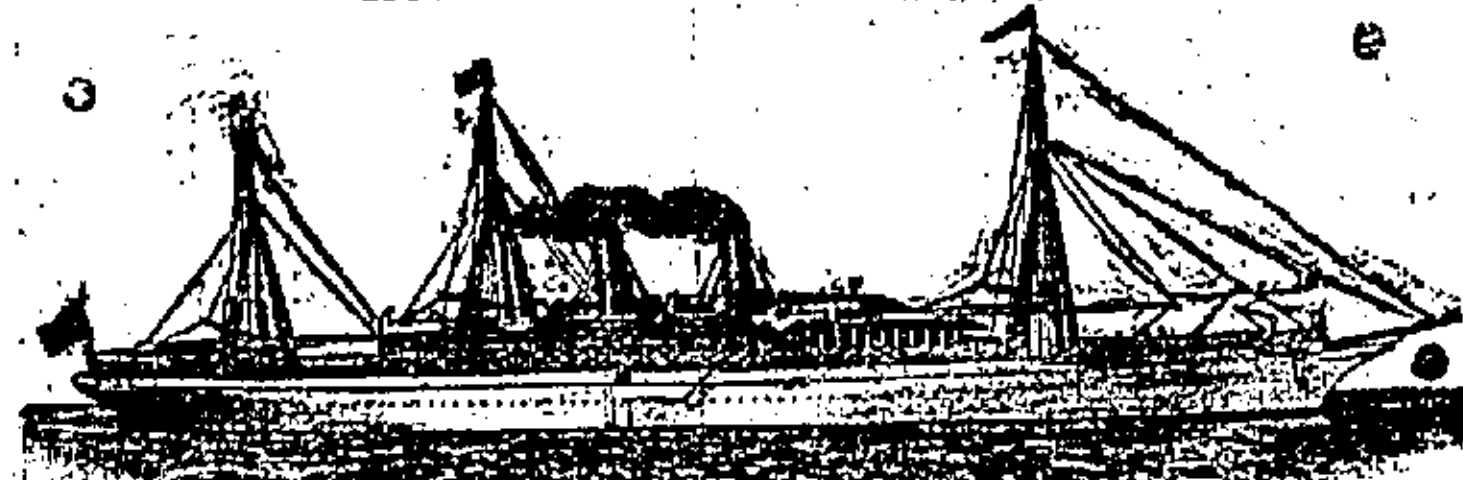
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES, LONDON (SYRIA) AND ANTWERP	Capt. D. O. GREGOR, R.N.R.	July 17th	Freight and Passage.
SHANGHAI, MOI, KOBE (SUNDA) AND YOKOHAMA	Capt. G. M. MONTGOMERY, R.N.R.	July 18th	Freight and Passage.
SHANGHAI	ARCADIA	July 21st	Freight and Passage.
LONDON, via USUAL PORTS (DELTA)	Capt. C. L. DANIEL	July 21st	See Special Advertisement.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific is the "EMPERESS LINE." SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

(Subject to Alteration.)

R.M.S.	PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPERESS OF INDIA	6000 TONS	THURSDAY, Aug. 14	Sept. 19
EMPERESS OF JAPAN	6000 TONS	THURSDAY, Aug. 29	Sept. 16
EMPERESS OF CHINA	6000 TONS	THURSDAY, Sept. 11	Oct. 6
EMPERESS OF AUSTRALIA	6000 TONS	THURSDAY, Sept. 26	Oct. 14
EMPERESS OF AFRICA	6000 TONS	THURSDAY, Oct. 9	Nov. 2

* "EMPERESS" Steamers will depart from Hongkong at 4 P.M. Intermediate Steamers at 12 Noon.

THE Japanese route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Steamer, and at Quebec, with the Company's new palatial "EMPERESS" Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTREAL, TARTAR and ATLANTIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WAKASA MARU, Tons 6265 Capt. A. Christianson	WEDNESDAY, 24th July, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOI, KOBE AND YOKOHAMA.	HAKATA MARU, Tons 6161 Capt. T. Mura	WEDNESDAY, 7th Aug., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, CEBU, SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	NIKKO MARU, Tons 5539 Capt. E. W. Haswell	FRIDAY, 9th Aug., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KUMANO MARU, Tons 5078 Capt. N. Matheson	FRIDAY, 8th Sept., at Noon.
KOBE AND YOKOHAMA.	CEYLON MARU, Tons 5068 Capt. Fred Fyne	THURSDAY, 18th July.
NAGASAKI, KOBE AND YOKOHAMA.	TOTOMI MARU, Tons 3412 Capt. M. Winkler	THURSDAY, 18th July.
	KAWACHI MARU, Tons 6101 Capt. H. Peterson	(SATURDAY, 27th July, at Daylight.
	KUMANO MARU, Tons 5078 Capt. N. Matheson	(WEDNESDAY, 7th August, at Noon.

* Cargo only. * Calling at KEELUNG.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information, apply to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship
MINNESOTA -
28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain O. F. AUSTIN, On WEDNESDAY, 31st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Staterooms and Saloons (all outside rooms); Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight and passage apply to

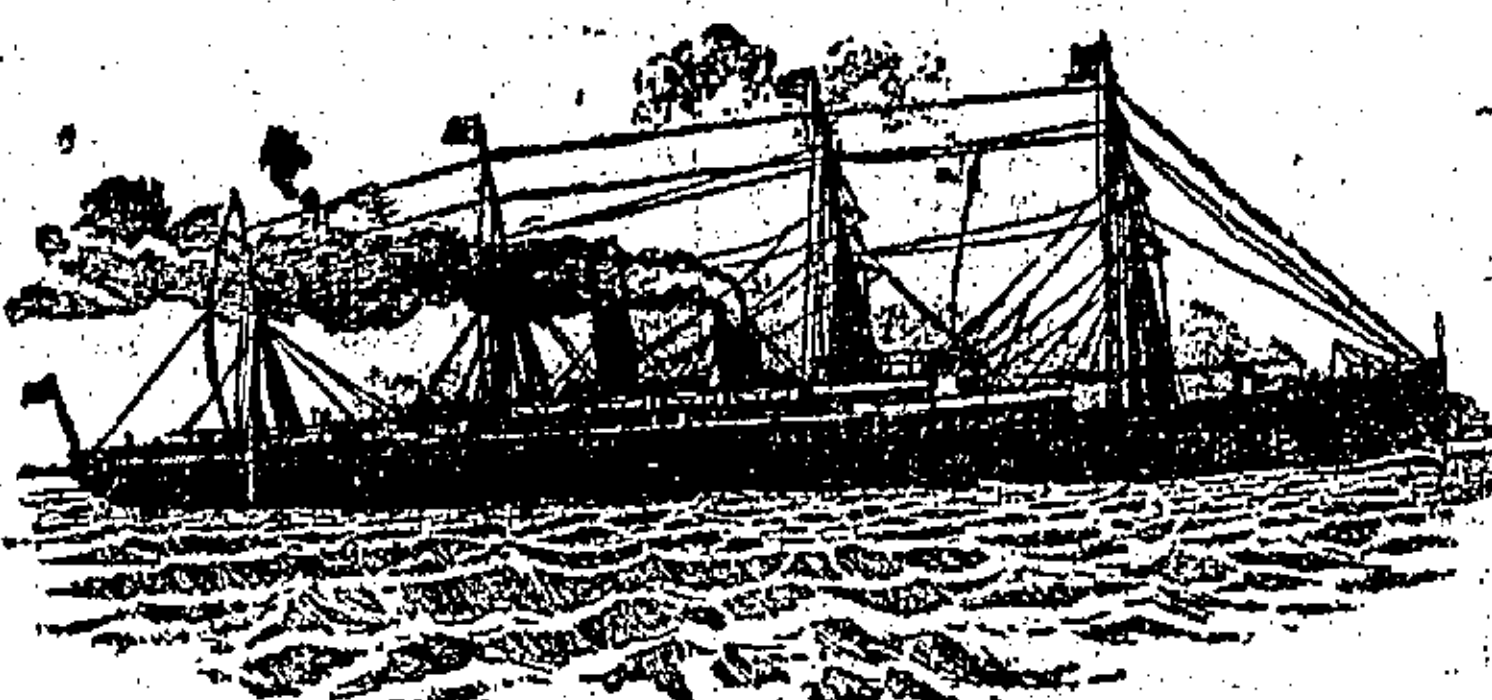
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES, 1907.
ASIA	3,500	SATURDAY, 20th July, at Noon.
PERSSIA	9,000	SATURDAY, 27th July, Daylight.
HONGKONG MARU	11,000	TUESDAY, 6th Aug., at Noon.
KOREA	18,000	FRIDAY, 18th Aug., at Noon.
AMERICA MARU	11,000	SATURDAY, 24th Aug., at Noon.
SIBERIA	18,000	SATURDAY, 31st Aug., at Noon.
CHINA	18,000	SATURDAY, 7th Sept., at Noon.
MANCHURIA	27,000	SATURDAY, 14th Sept., at Noon.
NIPPON MARU	11,000	SATURDAY, 21st Sept., at Noon.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship ASIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 20th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOI, KOBE & YOKOHAMA; FOR

STEAMSHIP	TONS	CAPTAIN	TO SAIL
NUMANTIA	4,371	H. FELDMANN	July 18, at 5 p.m.
ARABIA	4,493	METZGER	Aug. 7, at Noon.
ALESIA	5,167	JOHN KENNEDY	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SWATOW AND SHANGHAI	KIUKUANG	July 18, at 4 p.m.
MANILA	TEAM	July 23, at 4 p.m.
CEBU & LIOLO	SUNSHINE	July 23, at 4 p.m.
YOKOHAMA AND KOBE	TAIYUAN	July 29, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, TUESDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINOTU	August 3, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table, and fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 20, at Noon.
RUBI	2540	R. W. Almond	Manila	Saturday, July 27, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. ABERLOUR, 23rd August.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	LOONGSANG	FRIDAY, July 19, at 4 p.m.
* TIENSIN, via SWATOW AND CHEFOO	CHIPSHING	FRIDAY, July 19, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.
Hongkong to Singapore 1st-Class Single \$ 65 Return \$100
Penang " " 55 " 130
Calcutta " " 105 " 250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chanco, Tientsin, Newchwang, and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHERS & CO., General Agents, Hongkong & China.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

Steamers	Tons	To Sail
KATHERINE	4000	July 19, at Noon.
PARK	4000	End of Sept.
KASATO MARU	6100	End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A fully qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Bank Building.

Hongkong, April 15, 1907.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DYUBOUTI, EDIPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship ERNEST SIMONS.

Captain GRANT, will be despatched from MARSEILLES on TUESDAY, the 23rd July, 1907, at 1 p.m.

The Steamer connects at Colombo with the Australian Line s.s. Dumbia bound for MARSEILLES, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:-

S.S.	Tons	Aug.	Sept.
TOKIN	4000	8, 1907.	
S.S. SALAZAR	4000	20, 1907.	
S.S. POLYNESIA	4000	3, 1907.	
S.S. TOURNAI	4000	17, 1907.	
S.S. AUSTRALIAN	4000	1, 1907.	
S.S. NERA	4000	15, 1907.	

G. DE CHAMPEAUX, Agent.

Hongkong, July 10, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PEARL, POER DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE.

Captain REID, will be despatched as above on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 4, 1907.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POOCHOW.

THE Company's Steamship YAUHONG.

Captain A. E. HONORS, will be despatched for the above Ports on THURSDAY, the 18th July, at Noon.

For Freight or Passage, apply to

DOUGLAS, LAFLAIR & Co., General Managers.

Hongkong, July 16, 1907.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship MANILA.

Captain v. MUESE, (ready to load on Friday, the 18th instant), will leave on THURSDAY, the 18th instant, at Noon.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELOHERS & CO., Agents.

Hongkong, July 16, 1907.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship BALAZIE.

Captain AILLAUD, will be despatched for the above ports on or about MONDAY, the 22nd July.

G. DE CHAMPEAUX, Agent.

Hongkong, July 16, 1907.

AUSTRIAN NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Co.'s Steamship AUSTRIA.

Captain A. BLAUER, will leave for the above places on MONDAY, the 22nd inst., at Noon.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, July 15, 1907.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship KUMANG having consignees of cargo are hereby informed that their goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m., the 15th inst., will be landed at consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hon kong, July 12, 1907.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Kowloon and Kowloon Wharves, where the Company's Goods are stored, where each consignee's goods will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-

From London, via Suez, Aden, Bombay, Penang, Singapore, etc., as B.I.S.N. and B. & P.S.N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 17th July, 4 p.m., will be subject to rent, the No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival, after which date they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, July 11, 1907.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

617 per Annum (including Postage).

THE CHINA MAIL, Ltd., 8, Queen's Road Central.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	from Colombo to	Malakka & London	London
Colombo	Hongkong	from Colombo to	Malakka & London	London
DELTA	July 27	MAEDONIA	Aug. 25	Sept. 1
DELTA	Aug. 3	MAEDONIA	Sept. 1	Sept. 15
MAEDONIA	Aug. 10	MAEDONIA	Sept. 8	Sept. 22
MAEDONIA	Aug. 17	MAEDONIA	Sept. 15	Sept. 29
MAEDONIA	Aug. 24	MAEDONIA	Sept. 22	Oct. 6
MAEDONIA	Aug. 31	MAEDONIA	Sept. 29	Oct. 13
MAEDONIA	Sept. 7	MAEDONIA	Oct. 6	Oct. 20
MAEDONIA	Sept. 14	MAEDONIA	Oct. 13	Oct. 27
MAEDONIA	Sept. 21	MAEDONIA	Oct. 20	Nov. 3
MAEDONIA	Sept. 28	MAEDONIA	Oct. 27	Nov. 10
MAEDONIA	Oct. 5	MAEDONIA	Nov. 3	Nov. 17
MAEDONIA	Oct. 12	MAEDONIA	Nov. 10	Nov. 24
MAEDONIA	Oct. 19	MAEDONIA	Nov. 17	Dec. 1
MAEDONIA	Oct. 26	MAEDONIA	Nov. 24	Dec. 8
MAEDONIA	Nov. 2	MAEDONIA	Dec. 1	Dec. 15
MAEDONIA	Nov. 9	MAEDONIA	Dec. 8	Dec. 22
MAEDONIA	Nov. 16	MAEDONIA	Dec. 15	Dec. 29
MAEDONIA	Nov. 23	MAEDONIA	Dec. 22	Jan. 5
MAEDONIA	Nov. 30	MAEDONIA	Dec. 29	Jan. 12

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	London	London
* SYRIA	July 17	Sept. 2
* NYANZA	July 24	Sept. 9
* SYRIA	Aug. 1	Sept. 16
* NYANZA	Aug. 8	Sept. 23
* SYRIA	Aug. 15	Sept. 30
* NYANZA	Aug. 22	Oct. 7
* SYRIA	Aug. 29	Oct. 14
* NYANZA	Sept. 5	Oct. 21
* SYRIA	Sept. 12	Oct. 28
* NYANZA	Sept. 19	Nov. 4
* SYRIA	Sept. 26	Nov. 11
* NYANZA	Oct. 3	Nov. 18
* SYRIA	Oct. 10	Nov. 25
* NYANZA	Oct. 17	Dec. 2
* SYRIA	Oct. 24	Dec. 9
* NYANZA	Oct. 31	Dec. 16
* SYRIA	Nov. 7	Dec. 23
* NYANZA	Nov. 14	Dec. 30
* SYRIA	Nov. 21	Jan. 6
* NYANZA	Nov. 28	Jan. 13

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. † Carries only 1st Saloon Passengers.

For further particulars, Apply to

E. A. HEWITT,

Superintendent.

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION.

For

SHANGHAI, VIA SWATOW, FRIDAY, 19th

AMOI AND FOCHOW, July, at 10 a.m.

FOCHOW, VIA SWATOW, SUNDAY, 21st

AMOI, July, at 9 a.m.

TAMSAI, VIA SWATOW, SUNDAY, 21st

AMOI, July, at 10 a.m.

ANPING, VIA SWATOW, WEDNESDAY, 24th

AMOI, July, at 8 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample.

Unparalleled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA

Steamers	Tons	Captains	To Sail
SHAWMUT	9808	E. Y. Roberts	About Aug. 15
THOMONT	9808	T. W. Garlick	About Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Twin-screw s.s. Shawmut and Thymont are fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.

Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited

QUEEN'S BUILDINGS. GENERAL AGENTS.

To Let.

TO LET.
SEVEN LARGE ROOMS and
GODOWN on the Canal Street, British
Consulate, SHANGHAI.
Apply on the premises, 244, Shamen,
or to
CHINA BAPTIST PUBLICATION
SOCIETY,
Canton, China.
Hongkong, July 15, 1907. 1150

TO LET.
SHOPS and FLATS in Des Vaux Road
Central.
Apply to
HUMPHREYS ESTATE & FINANCE
CO., LD.
Hongkong, July 13, 1907. 1149

TO LET.
A HOUSE in KNOTSFORD TER-
RACE, KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, July 1, 1907. 1148

TO BE LET.
A 8 from the 1st August next, No. 5,
MORRISON HILL.
Apply to
Messrs JARDINE, MATHESON & Co.,
LD.
Hongkong, June 28, 1907. 1087

TO LET.
NO. 1, WEST END TERRACE, SHA-
MEN, CANTON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, July 1, 1907. 119

TO LET.
ONE FOUR-ROOMED HOUSE, at
PRAYA EAST, near East Point.
Apply to
JARDINE, MATHESON & Co., LD.
Hongkong, January 3, 1907. 18

TO LET.
OFFICES in ALEXANDRA BUILD-
INGS.
Apply to
SECRETARY,
A. S. WATSON & Co., LD.
Hongkong, April 22, 1907. 730

TO LET.
IMMEDIATE POSSESSION.
GODOWNS Nos. 95, 97 and 100,
PRAYA EAST.
Apply to
CHATER & MODY,
Victoria Buildings.
Hongkong, June 19, 1907. 1085

TO LET.
SHAMEN-CANTON.
TO LET.
IN SUN LEE BUILDING, French Conces-
sion, large, well-lit OFFICES.
Godowns also if required.
Apply to
POWELL GRANT.
Hongkong, July 12, 1907. 1145

TO LET.
2ND FLOOR, No. 12, QUEEN'S ROAD
CENTRAL.
2ND FLOOR, No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND
STREET.
GREENROOF, GARDEN ROAD, Kow-
loon, Redecorated, Electric Light, Tennis
Court.
No. 1, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, February 19, 1907. 25

TO LET.
FROM 1st JULY.
LARGE and Spacious GODOWNS Nos.
9, 9A, 9B, 9C and 10, PRAYA EAST,
at present in the occupation of the Ad-
miralty.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, July 1, 1907. 744

TO LET.
DETACHED HOUSE at Kowloon,
Furnished and well-lit.
Apply to
H. E. HOLMES,
Solicitor,
54, Queen's Road Central, Hongkong.
Hongkong, July 1, 1907. 1129

TO LET.
NO. 2, HOLLYWOOD ROAD.
61, POTTINGER STREET, Imme-
diate Possession.
Apply to
ARATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, April 4, 1907. 369

TO LET.
QUARANTON 'the Peak' Furnished
or Unfurnished.
Apply, by letter, R. HERMINGS,
c/o Hongkong Hotel.
Hongkong, April 3, 1907. 613

TO LET.
BEACONSFIELD ARCADE, Fine
Office and Dwelling Rooms,
15, QUEEN'S ROAD CENTRAL, Top Floor
(over Calhoun, Magistrate & Co.).
BEACONSFIELD TERRACE HOUSES, RO-
BINSON ROAD.
No. 8, BEACONSFIELD TERRACE, Corner
House, 1st Row.
Nos. 3 and 4, ALBANY.
No. 6, DES VOUX VILLAS (Peak).
Nos. 1 and 2, BEACONSFIELD
ARCADE.
Apply to
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, April 12, 1907. 1116

BANDIT'S SON'S SUCCESS.

Gains Highest Honour in
His College.

New York, June 2.
Mr. Jesse James, son of the notorious
bandit of the same name, has in the local
college taken the highest honours in the
law school of the university in Kansas
City.

His father was for years the Robin
Hood of United States. He was a skilful
and determined gunilla leader on the
Southern side in the American Civil War
(1861-5), and when peace came turned his
attention to brigandage and train-robbing.
For seventeen years he defied the law,
with his following of wild Confederate light-
cavalry. At last in 1882 he was associated
by some former members of his gang, with
the governor of Missouri's sanction. The
murders surrendered, and were sentenced to
be hanged, but were pardoned.

SCOTTISH HUMOUR.

A Scottish correspondent sends notes of
two further passages of arms between the
late Lord Young and his colleague Lord
Kingsburgh, Lord Justice Clerk, president
of the Scottish Motor Union and brigadier
general of Volunteers, says an exchange.
An appeal before the Second Division had
been opened by counsel, who remarked that
he appeared for A. B. Bombardier in the
Garrison Artillery, Malta. Lord
Young immediately interrupted to exclaim,
"A bombardier, Mr. —? What in
the world is a bombardier?" When
he had been enlightened by the dil-
igent advocate, he inquired with a
half-glance at the chair, "Then will
he be higher in rank, think you, than a
brigadier?" But in a later case Lord
Kingsburgh got some of his own back.
"Mora and tactiturnity," mentioned as a
defender's plea, gave Lord Young another
opportunity, and with excellent sense he
observed that *mora*, which was just the
Latin for delay, was too much with us. It
was prevalent in the business world, and
even in the ecclesiastical world. Unfor-
tunately it was not uncommon even on the
bench. Without opening his eyes, Lord
Kingsburgh remarked in his distinct
whisper, "Not more uncommon than
tactiturnity!"

HE DIDN'T INJECT IT.

A tramp once asked Mrs. Eddy, the head
of the Christian Science Church, for help.
"I'll help you, my friend," said Mrs.
Eddy, "but first you must answer me one
question. Do you or do you not drink
beer?"
The tramp, a hardened customer, looked
at her in amazement.
"Why, lady," he said, "ye can't
don't think I squirt it into my arm wid a
syringe!"

TO BE SUCCESSFUL.

It was a club for business girls, and at
one of the evening meetings the address
was given by a well-known lady, in whom
commercial and literary ability was
admirably balanced.
"Tell us, in a few words, how to be
successful," said one of the girls after
the speech was finished.
"To attain success," said the lady, "all
we women have to do is to make as good
a business of our own business as we do of
the things that are none of our business."

To Let.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

No. 1, RIPON TERRACE, BONHAM

ROAD.

OFFICES in KING'S BUILDING and

YORK BUILDING, French Conces-

sion, large, well-lit OFFICES.

Godowns also if required.

Apply to

POWELL GRANT.

Hongkong, July 12, 1907. 1145

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CENTRAL.

2ND FLOOR, No. 38, CAINE ROAD.

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STREET.

GREENROOF, GARDEN ROAD, Kow-

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54, Queen's Road Central, Hongkong.

HONGKONG AVERAGE MARKET

PRICES.

Corrected to Thursday, July 11th, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut—Mol Lung Pa	lb 20
Beef, Corned—Ham Ngau Yuk	.. 20
Beef, Roast—Shiu	.. 20
Breast—Nagu Lam	.. 15
Soup—Tong Yuk	.. 15
Steak—Ngau Yuk Pa	.. 20
.. Cutom Ngau Lau Shik	.. 30
.. Sausages—Ngau Chang	.. 28
Bullock's Brains—Slow	per set 10
.. Tongue fresh—Ngau LA	each 50
.. Corned—Ham Ngau LA	.. 55
Head—Ngau Tau	.. 12
Heart—Ngau Sam	.. 12
Ham, Salt—Ngau Kln	.. 20
Feet—Ngau Kerk	each 7
Kidneys—Ngau Yiu	.. 10
Tail—Ngau Mol	.. 17
Liver—Ngau Con	.. 12
Tripe (undressed)—Ngau To	.. 7

alves Head & Feet—Ngau-chai-tau-tak, set

1.03

Mutton Chop—Yeung Pal Kwat

.. 24

Leg—Yeung Pal

.. 24

Shoulder—Yeung Shau

.. 20

Pigs' Chittings—Chi chong

.. 2

Brains—Chi Know

per set 2

Feet—Chi Kerk

.. 12

Fry—Chi Chak

.. 12

Head—Chi Tau

.. 12

Heart—Chi Sum

each 9

Kidneys—Chi Yiu

.. 10

Liver—Chi Con

.. 12

Pork Chop—Chi Pal Kwat

.. 21

Corned—Ham Chi Yuk

.. 22

Head—Chi Pal

.. 16

Fat of Lard—Chi Yau

.. 16

beeps' Head and Feet—Yeung Tau Kerk set

60

Heart—Yeung Sam

each 6

Kidneys—Yeung Yiu

.. 10

Liver—Yeung Con

.. 12

Sucking Pigs, To Order—Chi Ch

